



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SIKESVILLE, MO	<b>Accident Number:</b>	CHI98LA181
<b>Date &amp; Time:</b>	05/31/1998, 1400 CDT	<b>Registration:</b>	N9324N
<b>Aircraft:</b>	Piper PA-28R-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

Two deer ran across the runway as the airplane was at an altitude of 10-15 feet agl during the landing flare. The pilot attempted to climb the airplane over the deer. He stated the airplane was '...behind my power curve...' and he was unable to maintain directional control. The airplane veered off the left side of the runway where it contacted a small group of trees.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the deer which ran in front of the airplane during the landing flare. Factors associated with the accident were the inadequate airspeed which resulted in the pilot not being able to maintain directional control of the airplane as he attempted to avoid deer, and the trees which the airplane contacted.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) OBJECT - ANIMAL(S)
  2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  3. (F) AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. (F) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

### Findings

5. (F) OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

## Factual Information

On May 31, 1998, at 1400 central daylight time, a Piper PA-28R- 200, N9324N, operated by a commercial pilot collided with trees and the terrain following a loss of control during a go-around at the Sikeston Memorial Municipal Airport, Sikeston, Missouri. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions and no flight plan was filed. The pilot received minor injuries and the passenger was not injured. The airplane was substantially damaged. The flight originated from Somerville, Tennessee, at 1255 cdt.

The pilot stated that at an altitude of about 10-15 feet above the ground, during his landing flare, two deer ran across the runway. He reported, "...I tried to go up and over them but I was behind my power curve and was unable to maintain directional control due to the crosswind and torque of the engine." The airplane veered to the left and off the side of the runway where it contacted a small group of trees.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/19/1997
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	3600 hours (Total, all aircraft), 27 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9324N
<b>Model/Series:</b>	PA-28R-200 PA-28R-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28R-35024
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/14/1998, Annual	<b>Certified Max Gross Wt.:</b>	2600 lbs
<b>Time Since Last Inspection:</b>	28 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2800 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	CHARLES E. ELLIS	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	CHARLES E. ELLIS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CGI, 342 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1353 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31 °C / 31 °C
Precipitation and Obscuration:			
Departure Point:	SOMERVILLE, IN (FYE)	Type of Flight Plan Filed:	None
Destination:	(SIK)	Type of Clearance:	None
Departure Time:	1255 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	SIKESTON (SIK)	Runway Surface Type:	Asphalt
Airport Elevation:	315 ft	Runway Surface Condition:	
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5502 ft / 100 ft	VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Report Date:	05/19/1999
Additional Participating Persons:	BILLY J BUNCH; ST. ANN, MO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).